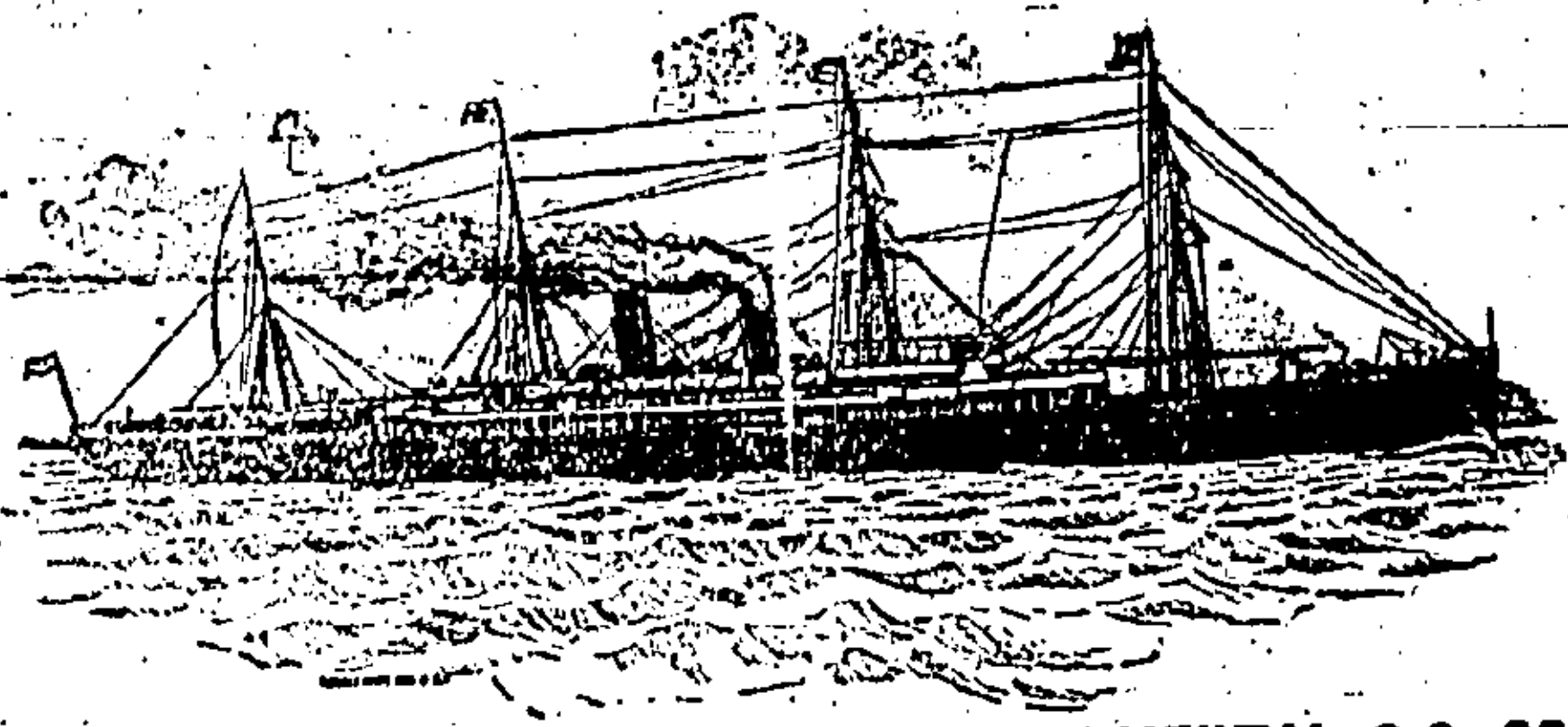


Banks.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	FRIDAY, 26th September, at Daylight
"KOREA"	SUNDAY, 5th October, at Daylight
"GAELIC"	FRIDAY, 10th October, at Noon
"HONGKONG MARU"	SATURDAY, 18th October, at Noon
"CHINA"	TUESDAY, 28th October, at Noon
"DORIC"	TUESDAY, 4th November, at Noon

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 26th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets, granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding Orders for U.S. and CANADIAN CITIES in the United States have between SAN FRANCISCO and HONOLULU, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and may also break their journey at any point en route.

Special rates, First-class only, to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Army and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Future Passage. Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading, issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

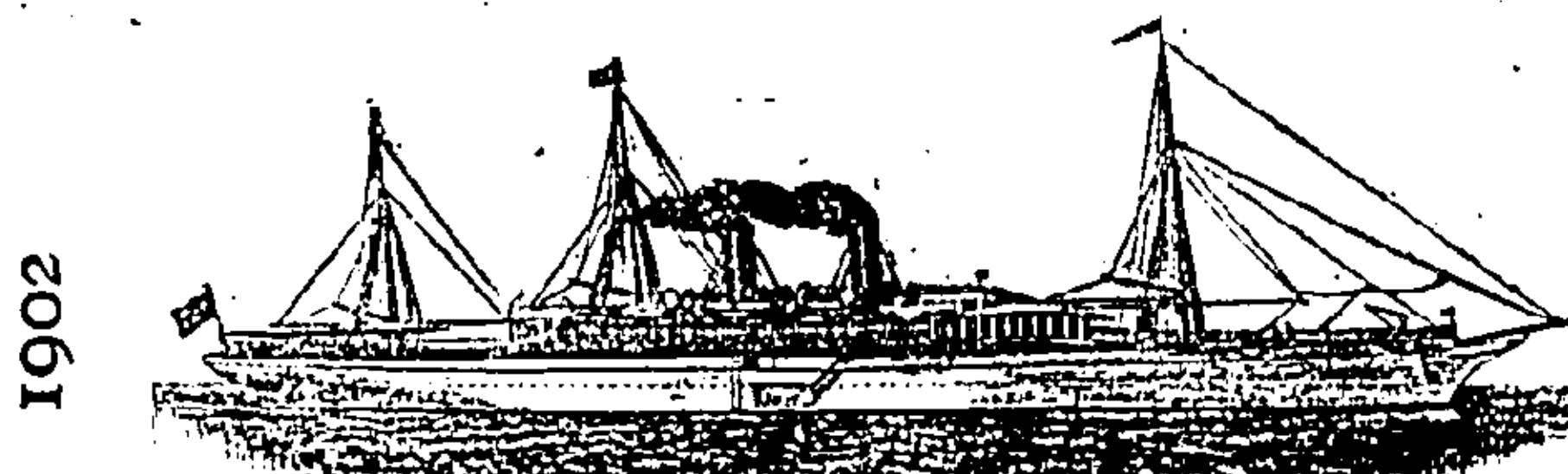
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd September, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 8th Oct.
"EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 22nd Oct.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 10th Nov.
"TARTAR"	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 3rd Dec.
"EMPRESS OF JAPAN"	Comdr. H. P. Bus, R.N.R.	WEDNESDAY, 10th Dec.

THE magnificent Twin screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and around the WORLD.

Return tickets to various ports at reduced rates. Good for 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to P. E. BROWN, General Agent, Paddens Street.

Hongkong, 24th September, 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
FREIBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG)	8th Oct.	Freight.
SILVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	22nd Oct.	Freight.
Behrens	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	6th Nov.	Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	19th Nov.	Freight.
Jaeger	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec.	Freight.
SERBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
Brehmer	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		
MARBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
Zacharias	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 17th September, 1902.

Notices of Firms.

NOTICE.

THE Undersigned's Resignation was in the hands of the EQUITABLE LIFE ASSURANCE SOCIETY OF U.S.A. last month. His connection with the Society is finally closed.

A. KIENE.

Hongkong, 22nd September, 1902. [189d]

NOTICE.

I HAVE this day RESUMED my duties as M. NAGER of M. POWELL, LIMITED. R. G. HICKFORD, Manager.

Hongkong, 15th September, 1902. [186d]

For Sale.

FOR SALE.

ONE BROADWOOD PIANO.

Apply at—

ROOM No. 145, Hongkong Hotel.

Hongkong, 7th August, 1902. [1835d]

Intimations.

DRINK



UNEXCELLED.

SOLE AGENTS:

RITCHIE & Co.,

Des Vœux Road.

Hongkong, 24th June, 1902. [67d]

GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION

WILL BE OPENED ON 3RD NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Station, Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

THE GALLERY OF FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Dances, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from where Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS FIRST-CLASS HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOME, Commissaire-General de l'Exposition de Hanoi.

718d]

RIGAUD'S White Violet EXTRACT

This fugitive and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adapted by the most refined French Society

RIGAUD et Co. 10,000 White Violets equal each bottle of Rigaud's Extract PARIS

Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 27th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 27th September, 1902, inclusive.

DOUGLAS, L. PRAIR & Co., General Managers.

Hongkong, 19th September, 1902. [184d]

HONGKONG ST. ANDREWS SOCIETY.

THE ANNUAL GENERAL MEETING for the purpose of receiving the Report of the Committee and Statement of Accounts for the past year, electing a Committee for the ensuing year, and for the Transaction of General Business, will be held in the CITY HALL, on MONDAY, the 29th instant, at 5.30 P.M.

DAVID WOOD, Hon. Secretary.

Hongkong, 20th September, 1902. [183d]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 9th October, 1902, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the year 1901 and for the half year ending 30th June, 1902, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 29th instant to the 9th October, both days inclusive.

By Order of the Board,

W. J. SAUNDERS, Secretary.

Hongkong, 19th September, 1902. [188d]

THE HONGKONG DAIRY.

IN consequence of the increased yield of milk new customers can now be supplied with Fresh Milk twice daily.

No Milk is supplied except that from the Herd of Dairy Cows on the premises at Causeway Bay. The Herd as well as the bottling of all milk is under direct European supervision and the Cows are regularly examined by the Colonial Veterinary Surgeon. All the milk is now bottled on the premises at Causeway Bay and only leaves the premises in sealed bottles.

Customers are respectfully requested to frequently examine the seals and corks of the bottles in order to assist in detecting any tampering with same after the bottles have left the Dairy, and if any such is found to at once communicate direct with the Undersigned.

Milk and Cream delivered twice daily, or as otherwise ordered, to any part of Hongkong or Kowloon in sealed bottles.

G. W. GEGG, Manager.

Hongkong, 15th September, 1902. [1875d]

WARDMASTER WANTED.

THERE is a vacancy in the Government Civil Medical Department for an EUROPEAN WARDMASTER.

Salary—£110 a year rising to £150 by £20 triennially, with free quarters and uniform.

Applications, with certificates of character, should be sent to the PRINCIPAL CIVIL MEDICAL OFFICER at the GOVERNMENT CIVIL HOSPITAL, not later than NOON of the 25th instant.

Hongkong, 18th September, 1902. [1877d]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, Esq., K.C.

TRUSTEES:

HON. J. H. STEWART LOCKHART, C.M.G.,

HON. R. SHERMAN,

G. B. DODWELL, Esq.

SUBSCRIPTIONS.—Payable in Advance.

\$7.50.....Per Half Year.

or \$1.40.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Subscribers are allowed to take three books at a time.

Intending Subscribers are requested to apply to

BERNARD LANKESIER,

Hon. Secretary & Treasurer.

Hongkong, 13th September, 1902. [1413c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAMIERS PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1906. [18]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-house Road.

In connection, in his New and Complete Studios, to all photographic art practices, in the Colour or in any part of the Far East.

GROUPS AND VIEWS.

A speciality.

Hongkong, 23rd September, 1902. [14]

Hotels.

GO TO THE

KOWLOON HOTEL,

J. H. DOWNS, Manager.

KOWLOON.

J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT SUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

Apply to

THE MANAGER.

TERMS MODERATE.

Hongkong, 4th September, 1902.

[1339c]

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

72d] Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

THE consumers are drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

Telegraphic Address: MARINEWORK, HONGKONG.

Code Book: A, 1 and 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' designs and Specifications Prepared.

Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901. [1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of this Medical Profession.

Sold retail by all Chemists and Wholesale.

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1902. [121c]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,

CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,

AND GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LEE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$5.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th March, 1902. [18]

NEW VICTORIA HOTEL.

ROTISSERIE, Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tuition at Moderate Rates.

Madras & Farmer, Proprietors.

Hongkong, 2nd September, 1901. [1858c]

TUBORG BEER.

A FIRST-CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 5/- per case of 48 bottles (quarts).

Special Prices for Quantities.

CHINA'S DESIRABLE REFORMS.

HOW THEY CAN BE ACCOMPLISHED.

There are three mediums, says the *Su-pao*, viz., the upper class, the middle class and the lower class, through which the desirable reforms in China can be carried into effect. By the upper class we mean the Emperor and the heads of the different Boards in Peking, by the middle class we mean the Viceroy and Governors of the different provinces and by the lower class we mean the common people. But as the common people are too ignorant and superstitious to be of any use for the desirable purposes above referred to and as the Emperor, who stands at the head of the upper class, is practically a state prisoner and not allowed to have his own way, it must necessarily be the Viceroy and Governors of the different provinces that we look to as the only means by which all our desirable reform measures can be inaugurated and put into effective operation. If the Viceroys and Governors have the will to introduce innovations into their respective provinces, they can do a great deal towards improving the condition of the country. But, unfortunately for China, the majority of her Viceroys and Governors are

PEOPLE-MINDED PERSONS, who are almost as ignorant and superstitious as the people they govern and whose chief anxiety is to preserve their ranks and positions. Still there are a few of these high officials that are very patriotic and progressive and are prepared to make every sacrifice for the good of their country. Conspicuous among the high officials of the latter type stands Tao Mu, the retiring Viceroy of the Two Kwang provinces. From the memorials which this enlightened Viceroy has repeatedly sent in to the Throne since his appointment to the Viceroyalty at Canton, we notice that he has advocated more than one daring reform measure, which no other provincial official could have the courage to recommend. On this account

VICEEROY TAO MU deserves well of his fellow-countrymen. But, whilst admiring the good Viceroy for his patriotic motive, we cannot help blaming him for the way in which he tries to better the state of his country. He has, in our opinion, pursued a wrong course from beginning to end. He has committed such a mistake because he did not understand the real intention of the Central Government, which though profuse in its profession to introduce Western civilisation into China, still adheres with immovable obstinacy to everything, however unsuitable to the present condition of the country it may be, which has been handed down from former dynasties. In his memorials, Viceroy Tao Mu admires the civilisation of Japan, America and Europe and strongly advises the Government to adopt it as the only effective remedy for the deplorable ignorance of the Chinese people, as well as for the weakness and poverty of China. Such advice, we are sure, are the last that our Government would listen to. This accounts for the fact that though one memorial after another has been sent in quick succession by the zealous Viceroy, advocating reforms, the Government behaves as if it had never received them.

Again, it seems to us to be rather rash on the part of THE GOOD VICEROY, when he boldly attacked the man in whom the Empress Dowager places her greatest confidence, and with whom almost all the high officials, both Metropolitan and Provincial, are

anxious to curry favour, namely, the notorious eunuch Li Lien-ying. Ever since Li was deposed, he has taken every opportunity to frustrate the Viceroy's plans and to speak ill of him before his Imperial Mistress.

In our opinion, the only course of reform Viceroy Tao Mu could have pursued with any hope of success was the devotion of his entire attention and energy to the introduction of Western civilisation into the provinces of Kwangtung and Kwangsi. As Kwangtung stands foremost among the provinces in respect of commerce and wealth, and as Kwangsi occupies a similar position in respect of mineral resources, Viceroy Tao Mu has had a golden opportunity to adopt Western civilisation in these two provinces, which are entirely under his control.

The readiness with which THE PEOPLE OF KWANGTUNG are known to make contributions towards any public undertaking for their benefit, would easily enable the Viceroy to embark upon reforms of all kinds, such as educational, agricultural, commercial, industrial, etc. If, instead of wasting his energy in combating with the Central Government, Viceroy Tao Mu had, from the beginning of his appointment to the Viceroyalty of the Two Kwang provinces, pursued the course indicated above, many wonderful achievements would have been accomplished by now, when he is about to retire into private life on account of his disappointment at the manner in which he has always been treated by the Central Government.

A HUGE LINER.

LAUNCH OF THE WHITE STAR "CEDRIC." The largest vessel ever built was launched on the 21st August from Messrs. Harland and Wolff's shipbuilding works, Belfast, for the White Star Line. This new vessel, which is named the *Cedric*, is 700 ft. long. This means that a passenger has only to walk up and down the deck four times to cover a mile. Her beam is 75 ft. (7 ft. wider than the *Oceanic*) and depth 49 ft. 3 in. She is about 21,000 tons gross, her sister, the *Celtic*, having been the first vessel ever built to exceed 20,000 tons. The displacement of this huge vessel at her load draught will be 37,870 tons. The *Cedric* has nine decks. She is, of course, built on the cellular double-bottom principle, and is divided into numerous watertight compartments exceeding all official requirements, so that a maximum of security is obtained. The *Cedric's* engines, which are of the Harland and Wolff quadruple expansion balance type, will drive her at her designed speed with considerably less consumption of coal than is required for a vessel of extreme speed.

3,000 PASSENGERS. The *Cedric*, like the *Celtic*, will have accommodation in all for about 3,000 passengers, beside quarters for a crew of about 350. The newly-launched ship is being fitted up in very fine style.

MR. WYNDHAM'S MESSAGE. During the afternoon Mr. Pirrie, head of the firm of builders, received the following message from Chief Secretary for Ireland: To the Rt. Hon. W. J. Pirrie, Queen's Island, Belfast—Accept my warm congratulations to yourself and Belfast on the successful launching of the largest ship ever built.—George Wyndham.

The *Cedric* will be ready for Atlantic service during the autumn.

COTTAM & CO. FOR WASHING

THE ROCK OF GIBRALTAR.

DISCOVERY OF A CAVERN.

Recent blasting operations on the eastern side of Gibraltar have disclosed a cave 350 ft. long and 70 ft. high, the stalactites and stalagmites forming pillars from the roof and upon the floor.

A stalactite is a deposit of carbonate of lime, hanging like an icicle from the roof of a cavern, and formed by the dripping of water. A stalagmite is the counterpart of a stalactite, being a deposit on the floor of a cavern. Both are often found fused together, forming a stalabitic column, as has evidently occurred in the new found cave at Gibraltar.

There are numerous well-known caves on the famous Rock, and an old-time legend is current to the effect that the Moors had an underground passage leading from one of them under the Straits to Tangier or Ceuta, on the African side. Color is lent to the story by the fact that a species of small monkey found hiding among the rocks and caves on Gibraltar, is also found on the opposite headlands, and is not known in any other part of the world. An unauthenticated tale is prevalent among soldiers to the effect that a pet monkey which went wild upon "The Rock" was subsequently discovered on the African side.

FRENCH AND GERMAN MAIL STEAMERS.

A COMPARISON.

The editor of the *Echo de Chine* has just made a voyage to Japan, going in the French mail steamer *Polynésie*, and returning in the German mail steamer *Prinzess Irene*, and he publishes in his paper a comparison between the two lines. The service on the *Polynésie*, he says, is as good as could be wished, the table is excellent, and the liberality shown by the Company in giving table wine free, with a glass of sherry or madeira before the meal and a glass of cognac after the coffee, is greatly appreciated. The ship is comfortable enough, but far from clean. In bad weather the cabins are simply suffocating, and all the stewards and stewardesses congregate in the tween-deck and talk over their private affairs, interesting enough to them but not to the passengers who are obliged to hear them. In the smoking-room all the lights are put out punctually at 5 minutes past 11. Finally, the reputation of the line has suffered considerably from the number of breakdowns that have occurred lately, owing to the narrow-mindedness of the direction in keeping on such an important line as this a collection of steamers which ought to be now in a retrospective exhibit on.

THE GERMAN MAIL. On the German mail, says the editor of the *Echo*, the table is good but not equal to the Messageries. If you are thirsty, you are freely provided with water whose yellow tint reminds you that iron is excellent for poverty of blood. The service is well done, though sometimes rather slow. In the day-time, you may walk all over the ship without running against a steward but ring your bell, say what you want, and you get it. The cabins are large, well furnished, and well ventilated, with an electric fan in each of them. The scullies are large, but not as good as the French ports. Perfect cleanliness everywhere. Ladies and children are specially well looked after, and it is unnecessary to take a deck chair; and invisible direction watches over the passenger all the time. The

COTTAM & CO. FOR TRESS'S STRAW

smoking-room is closed at midnight, but there is a special night-light for those who want to go on playing cards. On arrival at a port, the meal hour is changed, if necessary, so that the passenger need never leave the ship with an empty stomach. There is a band, but its advantages are questionable. Finally, the editor advises the Messageries to reform itself promptly; there is still time, but it may soon be too late.

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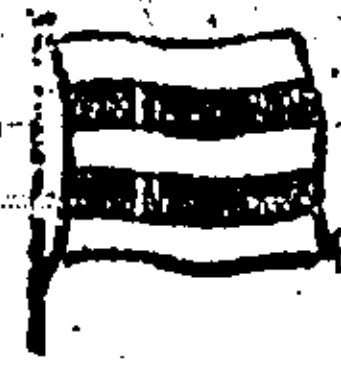
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Hongkong, 29th January, 1902.

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F. W. Horton	KOBE AND YOKOHAMA	FRIDAY, 26th Sept., at Daylight.
HITACHI MARU	NAGASAKI, KOBE AND YOKOHAMA	FRIDAY, 26th Sept., at Noon.
J. Campbell	HAMA	SATURDAY, 4th Oct., at Daylight.
YAWATA MARU	MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 4th Oct., at Noon.
A. E. Moses	SYDNEY AND MELBOURNE, VIA THURSDAY ISLAND	TUESDAY, 7th Oct., at Noon.
AWA MARU	MOJI, KOBE AND YOKOHAMA	MONDAY, 8th Oct., at 4 P.M.
N. Trenn	VICTORIA, B.C. AND SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	FRIDAY, 10th Oct., at Daylight.
KUMANO MARU	KOBE AND YOKOHAMA	FRIDAY, 10th Oct., at Noon.
E. W. Haswell	SINGAPORE, PENANG, COLOMBO AND BOMBAY	FRIDAY, 10th Oct., at Noon.
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A. S. MIHARA,

Manager.

Hongkong, 12th September, 1902



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Hongkong, 13th September, 1902.

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Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies—Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 24, 1902.

LOCAL AND GENERAL.

AN EXPENSIVE TRIP.—The Shah's visit to Europe has already cost £400,000.

A NEW AIRSHIP.—Santos-Dumont, the famous aerial navigator, is constructing an airship to carry eight passengers.

TABLET WINES AND SPIRITS.—A company has been formed in New York with a capital of 1,000,000 dollars to compress wines and spirits into tablets.

FOURTH CENTURY COINS UNEARTHED.—At Gwerwent, Monmouthshire, 7,500 bronze coins of the fourth century have just been unearthed.

CYCLONE AT MAJORCA.—A cyclone which has visited Majorca, the largest of the Balearic Isles, off the coast of Spain, has destroyed a great number of houses.

A TURBINE FOR THE CHANNEL.—A turbine steamer has been ordered for the Channel traffic. The steamer will cross from Dover to Calais in 45 minutes.

AN EPIDEMIC OF DROWNING.—There appears to be an epidemic of drowning in Great Britain, 22 fatalities from this cause having recently occurred within six days.

RUFFIANISM IN PARIS.—There is an outbreak of ruffianism in Paris. Gangs of roughs are fighting one another and robbing pedestrians, some of them even using lassos.

THE WOODEN SHIP CONTEST.—Now on the slips at Kowloon, is being remodelled, or, in other words, having new copper sheathing put on her hull. She is looking very "spic and span."

AN EXTRAORDINARY INCIDENT.—A case marked "saddlery," and consigned by a British firm to a Transvaal firm, recently burst open on Durban wharf, showing that it was full of swords.

CHARTS FOR GERMAN SHIPS.—The German Admiralty has sanctioned the preparation of ship charts of the world's seas and coasts, based entirely upon German surveys. The cost is estimated at £250,000.

ANTARCTIC RESEARCH.—It is intended that the *Thetis*, the vessel of the Scottish Antarctic expedition, shall operate southwards from the Weddell Sea. Captain Cairns has contributed £5,000 towards the expenses of the expedition.

REMOVING A DEAD BODY.—Two coolies were charged with removing a dead body without a permit from the Sanitary Board on the 23rd inst. at Samshui. They admitted the charge and were each fined \$50, or two months.

COALING STATION IN AUCKLAND.—The Lords of the Admiralty have decided to purchase land adjoining the Calliope Dock in Auckland, New Zealand, for the purposes of a coaling station.

ANOTHER "SHAMROCK" ORDERED.—Sir Thomas Lipton has definitely decided to again compete for the America Cup. The new challenger is to be called *Shamrock III*. She will be designed by Mr. William Fife, and built on the Clyde by Messrs. Denny, of Dumbarton.

DEATH OF BESSIE BONEHILL.—Miss Bessie Bonehill, the well-known music-hall artist, is dead. Six months ago she had relinquished her professional engagements in order to undergo a serious operation. This operation afforded only temporary relief, and it was known some weeks ago that ultimate recovery was impossible.

THE LUZON.—An American ship, which arrived here in distress on the 19th August after being badly damaged in a typhoon, will soon complete her repairs at the Kowloon dock. The damage was, chiefly to spars, sails, and rigging. The vessel is of 1,339 tons register, and was bound from Newcastle, N. S. W., to Manila with a cargo of coal.

GIGANTIC MEAT TRUST.—It is reported that a gigantic Meat Trust is in process of formation in Chicago, with Mr. Armour as president. The capital of the venture is said to be 500,000,000 dollars (about £100,000,000), and it is understood that it will absorb every stockyard in the United States, as well as Sir Thomas Lipton's meat interests.

QUARANTINE NOT IMPOSED.—Mr. F. J. Haver Droeze, Consul-General for the Netherlands, kindly informs us that ships or vessels arriving in Netherlands-India from Hongkong are no longer subject to quarantine, the port of Hongkong being declared to be no longer infected with plague. The prohibition of importation of some articles is also cancelled so that all goods can now be imported into Netherlands-India.

ASK FOR ASAHI JAPANESE BEER.
G. Gault.

THE ANNUAL GENERAL MEETING of the Hongkong Football Club will be held in the Cricket Pavilion to-morrow afternoon, at 5 o'clock.

THE KOWLOON BOWLING GREEN CLUB.—The postponed final for the President's cup is arranged, to take place on Saturday.

SHOALS IN THE GULF OF MEXICO.—The West Indian earthquakes caused many shoals in the Gulf of Mexico, in places where the depth was formerly half a mile.

ROBBERY FROM THE P. & O.—The six men charged with the robbery of crackers from the P. & O. were again brought before the Magistrate. Five of them were discharged and the master was committed to trial.

TRAIN TELESCOPED AT GLASGOW.—A train at the Charing Cross Station, Glasgow, on the 31st ult. telescoped into another which was standing at a platform, with the result that 25 persons were severely injured. A signalman has been arrested in connection with the affair.

THE INTERNATIONAL LIFE-SAVING CONGRESS at Nantes advocates the regulation of the speed of vessels in foggy weather, the establishment of an international maritime bureau, and the carrying of a rocket apparatus by every warship and trading vessel.

DEMENTED CHINAMEN.—The steamer *Nachien*, when she arrived at Naples from the East, reported that on the voyage three Chinamen who were on board were suddenly seized with religious mania, and threw themselves into the sea near Suez. All three were drowned.

THE HOME-COMING VOLUNTEERS.—We understand that when the Coronation contingent arrives in port on Tuesday next, the band of the Hongkong Regiment will play them for the Praya to their headquarters where H. E. the Governor and the General Officer Commanding will inspect and welcome them back.

THE KING AND OSBORNE HOUSE.—The people of the Isle of Wight have been greatly delighted by the announcement that, although he has made a gift of Osborne House and the adjoining grounds to the nation, the King intends to retain Barton Manor, with a cottage residence and the golf links, at Osborne.

ROUND THE WORLD FARES.—The P. and O., Orient-Pacific, Norddeutscher Lloyd, Messageries Maritimes, New Zealand, and Shaw-Savill and Albion Shipping Companies, and the Canadian-Pacific Railway Company have arranged to reduce the fares on the round-the-world voyages via Australia and China.

THE HUMBLE VENDORS of Coronation kerchiefs and photographs of the Canadian Arch in Whitehall have no reason to complain of their fortune during the past four or five weeks. The handkerchief men have each sold about 1,000 per week, and allowing 100 per cent. profit, their earnings have been over £2 per week. It is estimated roughly that 1,500,000 copies of photographs of the Arch have been sold.

DEMONSTRATION IN HYDE PARK.—Despite pouring rain, 10,000 trades unionists met on the 1st inst. in Hyde Park and took part in a public demonstration. Protesting against the decision arrived at by the Judicial Committee of the House of Lords in dealing with the famous Taff Vale case, the unionists demanded that the Government shall legislate "to rescue the rights which Parliament meant to confer upon trades unions."

A TALE OF THE SEA.—A bottle which has been on its way for two years and a half has just been picked up near the Hawaiian Islands. From its contents it appears that it was thrown into the Mackinac Strait in 1900 by a Mr. Rocher, of Illinois. It appears to have floated down the Mississippi, crossed the Mexican Gulf and the Atlantic, doubled Cape Horn, and drifted on the Pacific until picked up—a distance of 10,000 miles or so.

THE RAISING OF THE PAKSHAN.—Messrs. Morton and Gibson, who have undertaken the somewhat difficult task of raising the sunken steamer *Pakshan*, are we believe, satisfied with the progress that has been made with the work, and the vessel is expected to be brought to the surface in the course of another week. Mr. C. W. Alexander, engineer, who took such a prominent part in connection with the raising of the *Canton River*, and her subsequent docking at Kowloon, has just been engaged to assist in the raising of the *Pakshan*.

DRUNK AND INCAPABLE.—Capt. Peart of the s.s. *Ness* charged his steward, named Banks, with being drunk and incapable and using abusive and indecent language towards him on the 21st instant in Victoria Harbour. After hearing the evidence of the prosecutor, supported by the chief and second officers and donkeyman, Mr. Grist addressed the bench for the defence requesting the magistrate not to impose any penalty but to discharge his client as it was merely a case of drunkenness. Mr. Kemp fined him \$3.

UNWHOLESOME TINNED PRESERVES.—Quon Yuen, proprietor of No. 6 Cochrane Street, was charged by Market Inspector MacEwen, with having in his premises exposed for sale 250 tins of coffee, milk, butter and salmon unfit for human consumption. Mr. Grist appeared for the defence. On the 16th inst. Inspector MacEwen, armed with a search warrant, entered the defendant's shop at 6 Cochrane Street and found 98 tins and three cases, of 48 tins each, of condensed milk, four tins of salmon, two tins of coffee, 21 tins of preserves and 20 tins of butter. They were taken to the Colonial Veterinary Surgeon, who examined and pronounced them to be unfit for human consumption. Mr. Hazeland fined the defendant \$100.

ASK FOR ASAHI JAPANESE BEER.
G. Gault.

NEW MASONIC LODGE.—In connection with a paragraph which we published last evening to the effect that the officers of the 33rd Burmas had secured Sir Paul Chater's bungalow at Kowloon for a mess, a correspondent asks where the new Masonic Lodge, which is to be inaugurated in November, and which was to have been housed in the building in question, is now to be located. Possibly some of our readers may enlighten him on the subject.

FATAL BALLOON ACCIDENT.—Spectators playing on the 2nd inst. with a captive war-balloon at Leatherhead (near Epsom, in Surrey), released it, with the result that a man who clung to one of the ropes, was rapidly carried aloft, high into the air. He let go his hold, and, dropping to earth, was killed instantly. Three other men who were inside the car when the balloon was released pulled the valve rope, and descended in safety.

REMARKABLE RESCUE AT SEA.—While the Orient-Pacific liner *Oruba* was passing through the Red Sea a Lascar fireman fell overboard. A boat was immediately lowered in charge of the second officer, Mr. Tibbits, and the man was rescued and the steamer on her course again within 20 minutes from the time of the occurrence. The passengers presented Mr. Tibbits with a gold pendant, and the boat's crew with the sum of £1 each.

WELL INSURED.—The steamer *Osh*, owned by Messrs. Thomas and Company, Shanghai, is generally believed to be a total loss—both ship and cargo. Readers will remember our account of the vessel stranding on a reef off the Looe Islands. We now hear that the vessel is insured for \$120,000—\$40,000 in each of two companies, and \$20,000 in each of two others. The Widar Insurance Company is one of the firms. The *Osh* is a vessel of 777 tons.

THE ZAFIRO.—We note that this interesting vessel is not at her usual buoy which is still occupied by the *Diamante*. The *Munira Caballero*, of the 20th inst. says: "The fifty thousand dollar package missing from the *Zafiro* has not yet been located, though Messrs. Warner, Barnes, and Co., the consignees of the vessel, have been advised in reply to their cable that the money was surely placed on board the vessel at Hongkong. This has been admitted also by the first officer of the vessel, though the agents here are reluctant to give any information on the subject. They simply state that the matter is being investigated."

THE FATAL COLLAPSES.

DATES OF ENQUIRIES.

We understand the enquiry into the circumstances attending the collapse of Nos. 30 and 32 Kowloon City Road causing the death of ten of the inhabitants is fixed to be heard before the Police Magistrate (Mr. F. A. Hazeland) at ten o'clock to-morrow morning. The dates of the other enquiries are as follows:—56, First Street (one death), Wednesday, October 1st; 10 and 12, Second Street (two deaths), Tuesday, 7th October; 45 Praya East (13 deaths), Friday, October 10th.

HONGKONG CRICKET CLUB.

ANNUAL MEETING.

The Hongkong Cricket Club held their annual meeting in the Pavilion on the Cricket Ground yesterday afternoon. There was a fair attendance of members.

Mr. E. W. Mitchell (Chairman) said—Gentlemen, you have had copies of the report and accounts posted you, and with your permission I will take them as read. I regret the financial position is not so favourable as it was at the last annual meeting, and this is mainly due to heavy expenses incurred at the Interport matches and repairs to the Pavilion and the Racquet Court. You will notice in the accounts that we show for the first time our assets, and these will be presented yearly in future. Before formally proposing the adoption and passing of the report and accounts as presented, the Committee will be pleased to answer any questions that members may wish to put.

Mr. E. G. Barrett—Mr. Chairman, there is one small item which you might make a little clearer. The item "Erection of Railings" is put down at \$751, and in another column it says that we received \$1,000 odd from the Government towards the cost of these railings. Is the balance still unpaid, or was paid in the previous years?

Mr. E. H. Hinds—In the previous year's account we paid something like \$5,500 for these railings, and the Government gave \$1,066 towards the cost of them. That was adopted in last year's accounts. This cost here is simply for the erection of the railing.

The Chairman proposed, Mr. W. R. Lewis seconded, and it was unanimously agreed, that the report and accounts as presented be adopted and passed.

The Chairman—Before proceeding with the election of officers and Committee, there are one or two subjects I should like to speak to the members about and for this meeting to give some opinion on as a guide to the Committee. First, this Pavilion. It is in a wretched state of repair and has been patched and patched until in the opinion of your Committee it is no longer worth repairing; anyhow, I understand, some \$4,500 would be required to put it into anything like decent order. It is too small for the requirements of the Club, and it takes up valuable room in its present position; the proper place for a pavilion in our opinion is the north-west corner of the ground. Mr. Rain, ever ready to do anything for cricket and cricketers, has kindly furnished the Committee with a plan for a new building, and I think one of the first duties of the Committee you are about to elect will be to formulate some scheme for financing the building of a new Pavilion.

ASK FOR ASAHI JAPANESE BEER.
G. Gault.

The second subject I would like the meeting to give an opinion upon is whether the time has not arrived when the Club should have a paid secretary combining the office with that of treasurer. Unless we can get a man with plenty of leisure—a "rare" personage in this Colony—to take up the post of hon. secretary, the interests of the Club must suffer; it is impossible for a business man to give up the time required to run the Club properly during the "cricket" season. For years past, members have growled at the way the bar of this Club has been run, and they have undoubtedly every reason for complaint; but I see no chance of there being any improvement in this department or in others that require re-organisation unless we get a paid secretary. If the members present are of opinion that we should have a paid secretary and treasurer, it would be the duty of the incoming Committee to revise the rules of the Club and call an extraordinary general meeting to pass the same. The retiring Committee are of opinion that the Club should run the bar itself, and that from the profits made on it a fair share of the secretary's salary would be earned. I may mention that we could get a gentleman to fill the post, and one in every way fully competent to fill it for salary of \$500 for the first year. The third, and last subject I have to speak to you upon is one of greater importance than the previous ones, and one on which the future of our great national game in this Colony rests; it is the want of the interest taken in cricket in Hongkong during the past three years. The young men arriving in the Colony neglect the game, and you have only to turn to the batting and bowling averages to see how few civilian members figure there; and yet in all our business houses, there must be a very much larger number of men to be drawn upon than there was, say, six years ago. I am extremely sorry to see such a lack of interest in cricket by the young men of the Colony, and hope that this season they will awake from their lethargy and show that our national game is still to the fore in this outpost of the Empire, as it is in the mother country and in Australia. (Applause.) Mr. Lewis thought they had better pledge themselves to a new site for a Pavilion, and suggested the incoming Committee should adopt Mr. Ram's recommendation. The want of interest in cricket shown by the young men of the Colony, that might be remedied by the captain of the Club going round the various business houses and encouraging the young men there to come and join.

Mr. A. G. Ward (Hon. Secretary) drew attention that by Rule to every eleven to elect their own captain, so that there was no such official as a captain of the whole Club.

Mr. Lewis—Allow me to suggest the President, then. (Laughter.)

It was remarked that not one member of the Hongkong and Shanghai Bank was on the Club's list.

Mr. D. E. Brown said he quite agreed with Mr. Lewis as to the desirability of having a new Pavilion, if the Club could finance the venture. The present building took up a lot of ground that was much better adapted for "leather hunting." (Laughter.)

Mr. Lewis proposed, Mr. Brown seconded and it was agreed that the incoming Committee give their attention to a scheme for erecting a new Pavilion and induce young men to join the Club.

Mr. H. C. Nicolle moved, Mr. Brown seconded and it was carried, that the incoming Committee be also instructed to formulate a scheme for the alteration of the rules and the appointment of a paid secretary and treasurer combined, and that an extraordinary general meeting be called as early as possible to consider the scheme.

After the ballot had been gathered and the greater part of the assembly dispersed Mr. P. Goldring said he thought it very hard sometimes for civilians to find that when they got to the Cricket Ground there was not a net to be had, all of them being taken up by naval or military men. He fully realized what they owed the Army and Navy as a glance at the batting and bowling averages would show their great value to the Club and the interest they took in the game. However, he was of opinion that a civilian should be afforded reasonable opportunity of practising, and he therefore begged to move that two nets be reserved three afternoons during the week, from 4.30, for the use of civilians.

A gentleman present thought that the midshipmen who got ashore immediately after tiffin monopolized the nets for the rest of the day, but this was contradicted, and it was pointed out that midshipmen rarely get ashore till a quarter past four.

The Chairman was fully in sympathy with Mr. Goldring, and suggested that it be left to the incoming Committee to draw up the necessary rules.

ELECTION OF OFFICERS.
Mr. Hinds proposed, Mr. W. J. Saunders seconded, and it was unanimously agreed, that Mr. Mitchell be re-elected President for the ensuing year.

The ballot resulted in the election of the following members to the Committee—Mr. E. J. Grist (35), Mr. F. Mailland (35), Dr. J. M. Atkinson (24), Captain H. Cadogan, R. W. F. (20), Major J. Wynne, R. A. (15), and Mr. F. B. Deacon (14).

The Military are to be left to decide their own representatives on the Committee.
The Navy when approached on the matter answered that they cannot get a representative.
Mr. Hinds suggested that somebody from the Racquet Court be included in the membership.

ASK FOR ASAHI JAPANESE BEER.
G. Gault.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The following is the correspondence mentioned in our edition last evening—
Hongkong, 18th September, 1902.

Dear Sir—With respect to your reply to me dated the 8th inst. regarding the omission of some points from the official minutes to which I ventured to call the attention of the directors, I regret the error (and I speak in the name of a number of shareholders) take the same view of the matter as they do.

The question whether the points omitted are important or not does not arise at all. The principle involved is whether the proceedings at a public meeting of shareholders should or should not be embodied in *minutes* in the official minutes. In the present instance what is considered a most important section of the Chairman's speech is entirely missing, which section was heard, as I pointed out in my former communication to you, by the majority of those present at the meeting.

Inasmuch as shareholders abroad must, of necessity, be entirely guided by the official minutes, it will readily be admitted that the least omission therefrom, even though it may appear unimportant to some, may very well influence these shareholders in their decision upon the question at issue. On the other hand, were the proceedings recorded in full in the official minutes, it would leave no door open for a possible misconception, so that when the final decision is arrived at, the question as to whether shareholders abroad have or have not decided on the real merits of the case, because they were not in full possession of all that transpired, cannot arise at all, and thus remove any doubt from the minds of the general body of shareholders, that they have not been fairly dealt with. The Directors may consider the excised portions of the report as of no importance, but the shareholders there join issue with them, and consider the omissions as essential to the accuracy of the report. I may further say I doubt the wisdom of the decision arrived at, seeing that it is virtually admitted that the omission has been made. It appears to me that the Board in permitting these omissions to pass are undoubtedly assuming a great responsibility, as the rules and regulations of the Company call for a full and accurate record of the proceedings.—Yours faithfully,

H. M. S. H. ESMAIL.

The Acting Secretary.

Hongkong and Whampoa Dock Co., Ltd.

Hongkong, 23rd September, 1902.

Dear Sir—I beg to inform you that your letter, dated 18th instant, in further reference to the matter dealt with in yours of 29th ultimo, received consideration at yesterday's Board meeting, and I am instructed to advise you in reply that the Directors have nothing to add to what was conveyed to you in my letter of 8th instant.—Yours faithfully,

GEO. A. GILDWELL.

Acting Secretary.

H. M. S. H. Esmail, Esq.

THE EXTRADITION CASE.

PRISONER TO BE HANDED OVER.

Li Lap Ping, with several aliases, was again brought before Mr. F. A. Hazeland at the police court this morning charged with committing an armed robbery with violence in Kam Kai town, Ying Tong village, Lo Ting Chow prefecture, Kwangtung province, in the Empire of China.

Mr. Hastings appeared to prosecute on behalf of the Chinese Government, who applied for the prisoner's extradition, and Mr. Hays appeared for the defence.

It will be remembered that the prisoner entered a pawnshop in the Kwangtung province on the 2nd February with over twenty robbers and is said to have decamped with goods to the value of Taels 9,000. The prisoner was arrested by Inspector Girdley on the 4th August and after several remands the decision was given this morning.

Mr. Hazeland said that he very carefully considered the case, and, with the approval of H. E. the Governor, would order that the prisoner be handed over to the Chinese authorities at Canton. He was quite satisfied with the evidence examined for the prosecution, whose evidence, he thought, was quite sufficient to incriminate the defendant. He made an order that the prisoner be detained in the custody of the police for fifteen days in which time he would make an application to the Supreme Court to have the case re-heard. In the meanwhile the report would be sent to the Governor.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Athenian*) to-morrow.
English (*Ballaarat*) 26th inst.
Indian (*Namsang*) 27th inst.
Australian (*Taiyuan*) 28th inst.
American (*Korea*) 29th inst.
Tacoma (*Victoria*) 30th inst.
Canadian (*Empress of China*) 30th inst.
American (*Gailli*) 1st prox.
German (*Prins Regent Ludolph*) 1st prox.
German (*Hamburg*) 2nd prox.
American (*Hongkong Mail*) 9th prox.
Tacoma (*Olympic*) 14th prox.
American (*China*) 17th prox.

The N. P. S. Co's steamer *Tacoma* arrived at Tacoma from Japan and Hongkong on the 21st inst.

The Glen Line steamer *Glenary* from Antwerp and London left Singapore this morning and is due here on the 29th inst.

ASK FOR ASAHI JAPANESE BEER.
G. Gault.

TELEGRAMS.

(Reuters.)

The Death of the Queen of the Belgians.

King Leopold of Belgium, immediately he arrived at Spa yesterday, insisted on the Princess Stephanie, now Countess Lonyay, leaving the Royal villa, and she thereupon left for Brussels weeping bitterly. News of the incident preceded her, and an immense crowd met the Princess at the railway station, every head being bared, whilst cries of "Vive la Princesse Stephanie!" were heard on all sides.

Obituary.

Rear-Admiral Watson has died at Malta, of pneumonia. (Rear-Admiral Burges Watson, Commander of the Royal Victorian Order was on the flagship *Ranulph* of the Mediterranean squadron).

Russia and Turkey.

The *Standard* states that an trade has been issued by the Porte authorizing the passage through the Dardanelles of four Russian torpedo-boats at intervals of twenty-four hours, the vessels to sail under a commercial flag, carrying no ammunition, nor naval crews.

Wireless Telegraphy.

At the instance of Germany, an international conference will be held in October with a view to the arrangement of an international agreement for the purpose of framing rules in connection with wireless telegraphy similar to the International Telegraph Convention.

Princess Stephanie Returns to England.

Princess Stephanie of Belgium has left Brussels on her return to England amid renewed demonstrations of sympathy. She denied having been the cause of the scene between herself and King Leopold at the Royal villa at Spa, though the latter intimated that he did not desire her presence there.

Funeral of Queen of Belgians.

Impressive funeral services were held this afternoon at Spa, and at Laeken near Brussels. The late Queen's remains have been conveyed from Spa to the crypt in the church at Laeken in the presence of enormous crowds.

The Hongkong Chamber of Commerce and Steamship Service via Canada.

LONDON, September 18th.

The *Globe*, favourably commenting on the Hongkong Chamber of Commerce resolution, regarding an accelerated steamship service via Canada, suggests that steps be taken to ascertain the increased cost, then whether it is possible to increase the present subsidies.

Russia and Poachers.

THEIR PUNISHMENT.

M. Yermoloff, Russian Minister of Agriculture and Crown Domains, notifies that Japanese and American poachers, who are captured on the Siberian coast will be liable to three months imprisonment and ships and cargoes confiscated.

THE KING EDWARD HOTEL.

FIGHT FOR THE LICENCE.

Considerable interest was exhibited in yesterday's meeting of J. P.'s held to consider an application from Mr. Dhunjeeb Dorabjee for a publican's licence for the premises situate at No. 3, Des Voeux Road Central, under the sign of *King Edward Hotel*. Mr. F. A. Hazledine (Police Magistrate) presided and, as mentioned in our issue last evening, there was a large attendance of Justices.

At the outset, Mr. E. H. Sharp, K.C., who appeared for the applicant, protested against the presence of any shareholders in the Hongkong Hotel and this objection was endorsed by Mr. M. W. Slade, who was present on behalf of the Hongkong Hotel.

The Chairman said that if anyone voted who had any interest, pecuniary or otherwise, there could be no question at all that by application to the Supreme Court the whole proceedings could be set aside.

Mr. Arculli said that as he had an interest in the Waverley Hotel he must withdraw, and Mr. Cruickshank thought that as a shareholder in the Hongkong Hotel he would have to do the same, although as a matter of fact he attended to support Mr. Dorabjee's application (laughter).

Messrs. Lewis, Maitland and Dixon also withdrew, the latter remarking that he was in favour of free trade. After a few minutes Mr. A. J. Raymond also retired.

Mr. Sharp then proceeded to address the Court on behalf of the applicant who, he said, had never held a licence. His father, Mr. Dorabjee, sen., had been proprietor or part proprietor of most of the leading hotels here—the Hongkong, the Peak and the Victoria, and was well known in the business and bore a most excellent reputation. There were three partners only in connection with this hotel—the applicant, Mr. Madar and Mr. Farmer. Mr. Farmer, who was to be manager, had been Mr. Madar's partner for a good many years. Before coming here he was a hotel proprietor in Australia, had had a very long experience in the business and bore a most excellent reputation in the Colony. There was no objection

against him, and none had been made either by the police or the sanitary authorities; therefore no possible exception could be taken with regard to the probable conduct of the hotel. As to the hotel itself, the proprietors intended to conduct it as a first-class residential hotel. The building was an excellent building; in fact, in view of its "up-to-dateness," its sanitary equipment and the like, it was the best that had been devoted to this business in Hongkong. It comprised one-half of the new block on the south side of Chater Road, built by Sir Paul Chater. The need for more first-class hotel accommodation in Hongkong was notorious; the City was certainly underhoused. They all knew that in the tourist season—the spring and autumn—the hotels here were over-full. Frequently for that reason people had actually to leave Hongkong—when a crowded *Empress* came in, for instance—and go away to Macao or Canton to get accommodation. He himself had perceived as many as 20 people being turned away from the Hongkong Hotel at such a season. At this very moment that hotel was reducing its capacity by 11 or 13 bed rooms, these being sacrificed for the purpose of establishing reading, drawing and billiard rooms; so that if we had been short of first-class hotel accommodation in the past what would we be now? It was proposed in this new hotel to have a small private bar and took it that no objection could be taken to a good, well-conducted bar in the position of this one. There were perhaps ten many low-class public-houses in the East and West of the town; but that question did not at present concern the Court. This bar would be within the hotel, in a position peculiarly unobjectionable. It was not on the street level and did not open directly upon the street. It was the sort of bar which should be permitted in that district. It practically opened into the dining room. There was no licence at present in that large and rapidly filling area bounded on the west by the Hongkong Hotel, on the east by the Naval Yard, on the south by the sea and on the north by Queen's Road. Not only would this at present be the only licence in that area, but it would be the only one that the Justices would be asked to grant for a very long time. A first-class bar, he submitted, would be a very great convenience there. It was in the knowledge of the Court that the Hongkong Hotel opposed the application. They were, of course, perfectly right in opposing it; he could have no objection to their doing so; but what the Court had to do was not to look after the interests of the Hongkong Hotel but to look after the interests of the general public. And this without meaning any offence to the Hongkong Hotel—this act on of theirs was a most flagrant attempt to create a monopoly in this first-class business. The Hongkong Hotel was no doubt extremely well conducted. He would say in passing that in all probability it would not be very seriously injured by the new hotel. He supposed the requirements would be always increasing and thought that the Hongkong Hotel had been unthinkingly di-turbing itself in imagining that it would be injured. But even if it involved the ruin of the Hongkong Hotel, that would not affect the question now before the Court. The Hongkong Hotel had practically a monopoly in the first-class hotel business. And how was it using it? Last year, he thought, it paid 16 per cent. Certainly at the present moment notices had been issued that residents' rates were to be raised from next month by about 12 per cent. The prospect was no doubt extremely bright for the shareholders, but how about the public? The one thing that was wanted in the first-class hotel business here was competition. If for any reason the Court refused the licence that day—even though one was granted thereafter of a different sort—they would inflict essentially a very great loss upon the proprietors. The hotel was almost ready to be opened. If the licence was not granted a serious delay would necessarily ensue, during which time a very large capital would be lying idle; heavy maintenance expenses would be incurred and meanwhile the proprietors would be paying an enormous rent. He submitted that the hotel would be an acquisition to the Colony. There was need for more first-class accommodation and to refuse this licence, to hamper it in any way, or place it at a disadvantage as compared with the other leading hotels in Hongkong, would be to do the proprietors a great injustice.

THE OPPOSITION.

Mr. Slade, in opposing the application, said his learned friend, in asking for the granting of a full licence for this hotel, had drawn a very vigorous picture of the selfishness of the Hongkong Hotel in the attitude it had taken up with regard to the application. That was not the ground of opposition at all. As Mr. Sharp had said, there was room in the Colony for another first-class hotel; and what the meeting had to consider was the best way of serving the Colony in that matter. Mr. Sharp had drawn attention to the position of the bar in this hotel as one of the reasons why the hotel should be granted a full public-house licence, but was not that a reason also for making the establishment even better than the proprietors wished to make it? Grant the hotel an adjunct licence, and thereby the proprietors would be enabled to carry on the business of the hotel and to supply liquor to every conceivable person. The only thing they would not be able to do was to take in casual custom. With an adjunct licence, any one could go to the hotel as a guest, take a meal there, and have as much drink as he liked to call for, and at the same time he could take a friend with him who also could have what he wanted to drink. The application for a full public-house licence was simply to enable the proprietors to get customers off the streets—to make profit out of the casual passer-by, the person who merely went in for a drink and nothing else. The objection to a bar of that kind, however well it might be conducted, was that there already were enough of them in the

immediate neighbourhood—ample for every reasonable requirement. Mr. Sharp had drawn an artificial area in which he said there were no public-houses at all, but extend that area a few yards on either side and one got in two such houses—the New Victoria Hotel and Thomas's Grill Rooms; if the application were granted the addition of the new hotel would make three. And yet Mr. Sharp had suggested that there was not enough drink accommodation in the neighbourhood. The objection of the Hongkong Hotel to this new hotel having a full public-house licence was not, as Mr. Sharp had said, a flagrant attempt to create a monopoly, but an endeavour to preserve order in public bars. It was difficult enough now, with an hotel so well managed as the Hongkong Hotel, to keep order, and it stood to reason that the more public bars there were in the neighbourhood the more difficult it would be to keep order. That was one reason for opposing the application—one in the interests of the public, and on that ground the granting of a full public-house licence should be refused. Certainly, continued Mr. Slade, grant the applicant an adjunct licence, by all manner of means, and he could then carry on the business of a first-class hotel and at the same time save his guests from the sights and sounds which apparently in Hongkong were inseparable from public bars. It would be a boon to the Colony to have an hotel where there was no public bar. There was, however, another way in which this hotel might reasonably be granted a full licence, and that was by the owners of the hotel transferring the licence of the New Victoria Hotel to the new premises. They were owned by the same proprietors and run under the same management. By adopting this course there would be obviated an increase in the number of public-houses, and if the applicant was adverse to working on an adjunct licence alone it would be a very good way out of the difficulty. The Commission which was held here in 1898 examined witnesses at great length and went into the drink question in Hongkong very extensively; and in their report they stated that they thought the number of licensed houses in the Colony was fully sufficient for the needs of the community. The number at that date was 25; it was now 24, and the new hotel would make it 25. That was another reason why the meeting should not grant the hotel a public-house licence. A body of capable men had considered the question only a few years ago and come to a deliberate conclusion on the subject, and as Justices Mr. Slade would ask those present to follow the ruling of that day. With an adjunct licence there was no reason at all why this hotel should not go on and prosper. Other hotels here were conducted on such lines and could make profits for their proprietors—the Connaught House, for instance—and for the purpose of an hotel, Mr. Slade suggested, nothing more, was needed than an adjunct licence. In conclusion, he submitted that, instead of a full public-house licence being granted to the hotel, an adjunct licence be allowed, unless, as he said before, the proprietors were willing to transfer the licence of the New Victoria Hotel to the new premises.

Mr. Sharp, in reply, said that the Court must either grant the licence or refuse it. There was no question of imposing conditions upon it. Mr. Slade—it is the commonest practice at home.

Mr. Sharp—it has been frequently decided that no conditions can be imposed upon an ordinary licence. Mr. Slade—it is done every day. A licence is often refused to a man unless he will consent to do something. If he assents to that, he is granted the licence. Mr. Sharp contended that it was better that licences should be granted to people who had shown themselves disposed and able to do well with them than to strangers. If the new hotel was unexceptionable in itself, on its own merits, it could not possibly be objected to because the proprietor was already successfully conducting another hotel elsewhere. Mr. Slade had said that an adjunct licence was enough. They were not asking for an adjunct licence, and such a licence could not be granted under their present application. In fact, an adjunct licence was not sufficient for them. A good bar was not an absolute necessity, but it would be a very great convenience. An hotel without a full licence was a most hybrid affair. As to the other hotels to which Mr. Slade had referred the case of the Connaught House, in the first instance, was peculiar. When the licence was applied for it, the reply made was that there were already two licences within about 30 yards of the premises; besides that, the room for which the licence was asked was either the Robinson music-shop or the adjoining premises, and the situation of the bar would have been as objectionable as it possibly could be. As to Pelham House and Waverley Hotel, these were boarding-houses rather than hotels. With regard to the argument that there were already too many licences in the City, they were all agreed that there were too many in the East and the West, but there were not too many in this part of the town. It was a very curious thing that the only upholder of the public interest in the matter should be the nearest licensed house, the nearest hotel, which, naturally should imagine itself injured to some extent by this licence.

The Court considered the case in private. The Chairman afterwards intimating that the licence had been granted by a majority, which, it is understood, was 21 to 3.

S.S. "RIOJUN MARU."

EFFICIENTLY REPAIRED.

The Nippon Yusen Kaisha Agency kindly forward us the following telegraphic advices just to hand from Japan:—

The S.S. *Riojun Maru* (American Line) which is only grounded on Quelpart Island has been efficiently repaired at the Kobe dockyard and will leave that port for Seattle via Yokohama on the 8th prox. She is conveying her original cargo.

COTTAM & CO. FOR SUN BATS.

COTTAM & CO. FOR GENTS' BATHING GEAR.

COTTAM & CO. FOR SUMMER UNDERWEAR.

THE CARPENTERS' STRIKE.

ARRANGEMENT ARRIVED AT.

We learn with satisfaction that the strike of ship carpenters, which has been fairly general throughout the Colony during the past six weeks, is practically terminated. Most of the men employed in this particular branch of the Hongkong and Whampoa Dock Company's business have resumed work on the existing terms with, we believe, the promise of a rise of five cents a day at China new year. The number of men who left off work at the Dock Co.'s yards was about 3,000, and they are believed to have been influenced in so doing by one or two ringleaders of their Guild, and to have been supported during the period of the strike by the better paid Chinese in other branches of the Company's service. In view of this the firm attitude of the Company in dealing with the strikers is to be warmly commended, but a certain amount of sympathy should be extended to the carpenters who, as a body of tradesmen, are perhaps not so well paid as they might be in comparison with engineers, boiler makers, riveters, blacksmiths, and others engaged in the shipbuilding business. Had the employers, however, meekly given way to such a demand as the carpenters made it is hard to tell what the ultimate effect of such action would have been. There cannot be a doubt that a weak policy in dealing with the strikers in the present instance would have led to similar strikes among the other employees, and the possible paralysing of the extensive ship repairing business of the Colony. The carpenters, we believe, have the grievance of having to provide their own tools; the reason of course is very plain. Up to a number of years ago the Dock Company provided the men with the necessary implements with which to carry on their work, but it was found necessary to stop this custom on account of the continuous disappearance of the tools, leading to serious loss.

As a result of the strike it is not difficult to believe that certain constructive works have been more or less delayed. In consequence, we are informed, the new large river steamboat, modelled after the palatial *S. S. Heungshan* on the Hongkong-Macao line will not be completed by the contract time as first stipulated. An extension has, however, been granted by the owners—an arrangement by which the Dock Company does not stand to lose.

The Chinese shipbuilders have, we understand, been bigger losers in proportion as a result of the strike than the Dock Company, and the same remark is equally applicable to the smaller European firms. It is to be hoped, however, that the resumption of work at the Dock Company's premises will, if it has not already done so, lead to an amicable settlement of the dispute all round. The total number of men who have been out on strike is estimated at about 5,000, and their six weeks' idleness cannot fail to have led to not a little privation.

THE NAVY.

H.M.S. *Albion*, with Rear-Admiral Harry C. Grenfell on board, arrived at Woosung on the 19th inst. Admiral Grenfell will change his flag to the *Eclipse* and pay a visit to the Yantai ports. The *Albion* will remain at Woosung till the next spring tide.

H.M.S. *Humber* arrived here on Monday night, discharged stores yesterday, and will probably leave again for the North on the 3rd prox. She has on board details which are to be sent home by the 110t steamer *Diamond*, leaving on or about the 30th inst. H.M.S. *Algerie* is expected daily.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 24th at 11.55a. The depression extends from the Paracels into the Pacific to the S.E. of Formosa. It appears to be central to the W. of N. Luzon. The Northern depression is moving N.E. in the N. part of the Sea of Japan. The barometer has risen on the China coast, particularly in the North where pressure is high. Heavy N.E. monsoon along the whole of the China coast, with gale force in the Formosa Channel and the N. part of the China Sea.

Forecast:—strong N. and N.E. winds; squally, showery.

SWATOW NOTES.

(From Our Correspondent.)

SWATOW, September 22nd.

FIRE IN CHIU CHOW FU. At about midnight on the 17th instant fire broke out in a joss paper shop, Chiu Chow Fu, and destroyed about a dozen houses. Fire-engines were of little use owing to the scarcity of water caused by the long drought.

SCARCITY OF FOOD AND WATER. The price of rice is still rising in Chiu Yang district and but for large importations would be very high indeed. Several merchants are handsomely recouping the product of their foresight. The water supply of the port is quite brackish and hardly fit for drinking.

THE BANKRUPTCY CASE. With reference to the bankruptcy of Messrs. Launs and Haeslop's compradore, when the many claimants applied for the payment of money owing to them they were referred to the German Consul. They appealed to the Taotai, who left the matter to the Ching Hai magistrate. As the latter had an unsatisfactory interview with the German Consul, the Chiu Chow Fu Taotai is coming to the port to settle the matter.

PORK-DEALERS' AND FISHMONGERS' STRIKE. When the Chiu Chow Fu Taotai arrives it is expected he will arrange the taxation on pork and fish and endeavour to bring the strike to an end.

ALLEGED SERIOUS CHARGE.

AGAINST A LUKONG.

P.C. 475, who has been a little over three years in the force, was charged by a boatwoman with demanding the sum of \$50 with menaces on Monday evening, and also with assaulting her in company with others not in custody, in Wanchai Harbour.

A watchman, employed at Messrs. Jardine's Sugar Works, stated that on the day in question he saw a boat going alongside the complainant's cargo boat No. 239, and shortly afterwards heard a woman call out, "Don't strike me, I have no money." He went on board and saw the defendant, two other men, an old woman and the master's wife. He flashed his bull's-eye lamp and saw the three men making off in a dingy towards the shore. He followed in his boat and chased and overtook them on shore in Yee Wo Street, where he caught the defendant. After a lengthy hearing the case was adjourned.

Commercial.

TO-DAY'S INTELLIGENCE.

There is more or less inquiry for the undermentioned Stocks:—

HONGKONG & MACAO SHIPMENTS	@ \$36 1/2
KOWLOON WHARVES	" 86
CHINA SUGARS	" 99
HONGKONG HOTELS	" 128
WHAMPOA DOCKS	" 205
CHINA & MANILAS	" 20
CHINA FIRES	" 86
RAUR GOLD MINING CO.	" 5
WEST POINT BUILDING CO.	" 45

Small sales have been effected in BANKS at \$597 1/2. Insignificant sales have been made of HONGKONG FIRMS at \$340. Sales may be quoted of UNION INSURANCE at \$455. Small sales have been made of INDO CHINAS at \$79 at which price they are wanted. HONGKONG LANDS are neglected, the quotation being \$171.

OPTIMUM QUOTATIONS.

Hongkong, 24th September.

To-day's quotations are as follows:—

	Per chest
MALWA NEW	NO SALES
" LAST YEAR	@ \$930/950
" OLDEST	@ 990/1,010
PATNA NEW	@ 892 1/2
" OLD	@ 925
BENARES NEW	@ 885
" OLD	NO STOCK
PERSIAN PAPER	@ 600/650

IMPORT TARIFF.

The following are the rules relating to the New Special Tariff as agreed upon between China and the Treaty Powers:—

RULES.

Rule 1.

Imports unenumerated in this Tariff will pay Duty at the rate of 5 per cent *ad valorem* and the value upon which Duty is to be calculated shall be the market value of the goods in local currency. This market value when converted into Haikwan Taels shall be considered to be 12 per cent. higher than the amount upon which Duty is to be calculated.

If the goods have been sold before presentation to the Customs of the Application to pay Duty, the gross amount of the *bona fide* contract will be accepted as evidence of the market value. Should the goods have been sold on c. f. and i. terms, that is to say, without inclusion in the price of Duty and other charges, such c. f. and i. price shall be taken as the value for Duty-paying purposes without the deduction mentioned in the preceding paragraph.

If the goods have not been sold before presentation to the Customs of the Application to pay Duty, and should a dispute arise between Customs and importer regarding the value or classification of goods, the case will be referred to a Board of Arbitration composed as follows:—

An official of the Customs;
A merchant selected by the Consul of the importer; and
A merchant, differing in nationality from the importer, selected by the Senior Consul.

Questions regarding procedure, etc., which may arise during the sittings of the Board shall be decided by the majority. The final finding of the Board which must be announced within fifteen days of the reference (not including holidays), will be binding upon both parties. Each of the two merchants on the Board will be entitled to a fee of ten Haikwan Taels. Should the Board sustain the Customs valuation, or, in the event of not sustaining that valuation, should it decide that the goods have been undervalued by the importer to the extent of not less than 7 1/2 per cent, the importer will pay the fees; if otherwise, the fees will be paid by the Customs. Should the Board decide that the correct value of the goods is 20 per cent. (or more) higher than that upon which the importer originally claimed to pay Duty, the Customs authorities may retain possession of the goods until full Duty has been paid and may levy an additional Duty equal to four times the Duty sought to be evaded.

In all cases invoices, when available, must be produced, if required by the Customs.

Rule II.

The following will not be liable to Import Duty: Foreign Rice, Cereals, and Flour; Gold and Silver, both Bullion and Coin; Printed Books, Charts, Maps, Periodicals, and Newspapers.

A freight or part freight of Duty-free commodities (Gold and Silver Bullion and Foreign Coins excepted) will render the vessel carrying them, though no other cargo be on board, liable to Tonnage Dues.

Drawbacks will be issued for Ships' Stores and Bunker Coal when taken on board.

Rule III.

Except at the requisition of the Chinese Government, or for sale to Chinese duly authorised to purchase them, Import trade is prohibited in all Arms, Ammunition, and Munitions of War of every description. No Permit to land them will be issued until the Customs have proof that the necessary authority has been given to the importer. Infraction of this rule will be punishable by confiscation of all the goods concerned. The import of Salt is absolutely prohibited.

To-day's

Advertisements.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

ANY OUTSTANDING ACCOUNTS against the above Company must be sent in to the Undersigned on or before the 5th October, 1902, after which no Claims can be recognised.

BUTTERFIELD & SWIRE.
Hongkong, 24th September, 1902. [997d]

HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING will be held in the CRICKET PAVILION, (By Permission), TO-MORROW, the 25th instant, at FIVE o'clock.

F. BROWNE,
Hon. Sec.
Hongkong, 24th September, 1902. [998d]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports, on SATURDAY, the 27th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 24th September, 1902. [992d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG:

"HILLGLEN"	.....	About 2nd Oct.
"RICHMOND CASTLE"	.....	12th Oct.
"LOTHIAN"	.....	20th Oct.
"LOWTHER CASTLE"	.....	30th Oct.
"BORDER KNIGHT"	.....	15th Nov.
"ORONO"	.....	To follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 24th September, 1902. [339d]

THE POPULAR

SCOTCH WHISKY

IS

"BLACK & WHITE."



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING.

SOLE AGENTS:

LANE CRAWFORD & CO.

HONGKONG.

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACELLES"	25th September, 1902.
" "	"ATLAS"	1st October, " "
" "	"AGAMNON"	10th " "
" "	"DEUCALION"	16th " "
" "	"PAEROLUS"	24th " "
" "	"STANTON"	30th " "
HOMWARDS.		
"DIOMED"	" "	30th Sept., 1902.
"NESTO"	" "	14th Oct., " "
"AGILLUS"	" "	28th " "
"MELISSA"	" "	11th Nov., " "
"AGAMNON"	" "	25th " "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	" "	20th Oct., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANYANG"	25th instant.
CEBU and ILOILO	"KAIFONG"	26th instant.
AMOI, SAMARANG and SOERABAYA	"NANSHANG"	27th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	29th instant.
TIENTSIN	"HUPEH"	30th instant.
Kobe	"TAIYUAN"	4th October.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	2nd October, 1902.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA.	"HYSON"	2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th September, 1902.

[936d]

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between
HONGKONG AND PORTLAND (OR.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

"INDRAVELLI"	4,899 Tons.	Oct. 24.
"INDRAPURA"	4,899 " "	Nov. 14.
"INDRASAMHA"	5,197 " "	Dec. 14.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 28th September.
FOR ANPING*	"MAIDZURU MARU"	T. Sato	WEDNESDAY, 1st October.
FOR TAMSUI*	"DAIGI MARU"	T. Kikano	SUNDAY, 5th October.
FOR FOCHOH*	"ANPING MARU"	J. Goto	WEDNESDAY, 8th October.

* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo. By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON-YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 24th September, 1902.

[1379c]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY
AND MELBOURNE.
USUAL AUSTRALIAN PORTS OF CALL.
AVERAGE LENGTH OF VOYAGE
TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which can
be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU"	leaves on 29th Sept.
"TAIYUAN"	" 24th Oct.
"TIANAN"	" 15th Nov.
"CHANGSHA"	" 8th Dec.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerator which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents, C. N. Co., Ltd.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, (TAMAMIA, &c.)

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched for the above Ports, on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 5th September, 1902. [934d]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the above Port TO-MORROW, the 25th instant, at Noon.

For Freight or Passage apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 24th September, 1902. [994d]

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

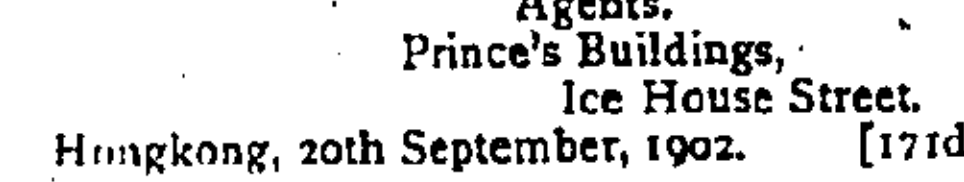
"ROSETTA MARU,"

1,876 Tons

Captain Tate, will be despatched hence for MANILA, TO-MORROW, the 25th instant, at 3 P.M.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA,
Agents,
Prince's Buildings,
Ice House Street.
Hongkong, 20th September, 1902. [171d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co's Accelerated Line to TRIESTE.)

THE Company's Steamship

"TIROL,"

Captain Breitfeld, will be despatched as above TO-MORROW, the 25th instant, at 4 P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.
Hongkong, 20th September, 1902. [926d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO,"

Captain A. Fraser, will be despatched as above on SATURDAY, the 27th instant, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and Most up to date on the run. All Accommodation Amidships. Electric Light and all other Modern Improvements. A Surgeon is carried.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 22nd September, 1902. [994d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23rd September, 1902. [994d]

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON,"

will be despatched for the above Port on TUESDAY, the 30th instant.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th September, 1902. [685d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for the above Port on THURSDAY, the 2nd October, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidships. Electric Light and other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 23rd September, 1902. [995d]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Rafferty, will be despatched as above on SATURDAY, the 11th October.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.
Hongkong, 22nd September, 1902. [992d]

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW,"

327 Tons Gross Register will be despatched for ODESSA, via Ports of Call on or about 15th October.

For Freight and further Particulars, apply to

BRADLEY & CO.,
Agents.
Hongkong, 13th September, 1902. [959d]

Consigners.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA,"
Captain Förck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 19th September, 1902. [883d]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 233), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 25th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.
Hongkong, 18th September, 1902. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE FAICAN,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after the 24th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to send IMMEDIATE DELIVERY of their Goods from alongside; and any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 22nd September, 1902. [994d]

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO from London, ex s.s. Memphis, and Bordeaux, ex s.s. Ville d'Arras, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M. TO-DAY, the 22nd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 29th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd September, 1902. [1004c]

Intimations.

A SPECIAL SALE will be held at the

ITALIAN CONVENT on behalf of the Poor, on the 1st October, at 2 P.M., to the 8th, except Sunday.

Of Ladies and Children's Underclothing and other useful and Embroidered Articles, suitable for Birthday Presents, &c.

The Prices will be marked on every Article. The Superiors hope to receive and merit a large share of public patronage.

ITALIAN CONVENT,
20, Caine Road.
Hongkong, 6th September, 1902.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

CHEONG SHING.

No. 30, Queen's Road Central,
(Opposite to Messrs. GAUPP & Co.)

DEALER IN

Jewellery and Silks, Pearls and Jade-stone

Ware, Ivory Ware and Curious Chinese

Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited.

Good quality and good workmanship

guaranteed.

Prices lower than other shops in the same line of business. [904d]

Intimations.

STAG HOTEL,

(Established 1857).

148, QUEEN'S ROAD CENTRAL, HONGKONG.

This Hotel has been re-built in 1902, under the most improved sanitary principles.

It contains large airy rooms with every comfort and facility for monthly Boarders and Visitors making a prolonged stay.

Charges very moderate.

Apply at

THE HOTEL OFFICE.

Hongkong, 1st September, 1902. [912d]

SANG MOW,

DEALER IN

Battan Furniture, Bamboo

Blinds and Matting of

All Colours.

No. 45, Queen's Road, Central.

Price Lists On Application.

Orders Executed Promptly.

H'kong, 12th May, 1902. [541d]

WORTH A GUINEA A BOX.

BEECHAM'S

PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA:—

WATKINS, LIMITED,

APOTHECARIES' HALL, 66, Queen's Road

Central, Hongkong.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the

Continental Hospitals by Ricord, Kottan, Robert, Velpeau

and others, combines all the desiderata to be sought in a

medicine of the kind, and surpasses everything hitherto

Post Office.

A Mail will close—
 For Canton—Per *Hankow*, to-morrow, the 25th instant, at 7.30 A.M.
 For Hoihow and Haiphong—Per *Frithjof*, to-morrow, the 25th instant, at 9 A.M.
 For Swatow—Per *Phaler*, to-morrow, the 25th instant, at 11 A.M.
 For Kobe—Per *Huani Maru*, to-morrow, the 25th instant, at 11 A.M.
 For Swatow and Amoy—Per *Taishan*, to-morrow, the 25th instant, at 11 A.M.
 For Samarang Sourabaya and Macassar—Per *Piolo*, to-morrow, the 25th instant, at 11 A.M.
 For Manila—Per *Rosetta Maru*, to-morrow, the 25th instant, at 1 P.M.
 For Macao—Per *Huanshan*, to-morrow, the 25th instant, at 1.15 P.M.
 For Singapore and Hongkong—Per *Tiro*, to-morrow, the 25th instant, at 2 P.M.
 For Shanghai—Per *Huanyang*, to-morrow, the 25th instant, at 2 P.M.
 For Kuntung and Samshui—Per *Tung-kang*, to-morrow, the 25th instant, at 4 P.M.
 For Canton—Per *Towan*, to-morrow, the 25th instant, at 5 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, to-morrow, the 25th instant, at 5 P.M.
 For Nagasaki, Kobe and Yokohama—Per *Yamato Maru*, on Friday, the 26th instant, at 11 A.M.
 For Singapore—Per *Kutang*, on Friday, the 26th instant, at 2 P.M.
 For Swatow and Shanghai—Per *Hipsang*, on Friday, the 26th instant, at 2 P.M.
 For Europe, India, via Taitoria—Per *Bohnd*, on Saturday, the 27th inst., at 11 A.M.
 For Cheloo and Tientsin—Per *Fausang*, on Saturday, the 27th instant, at 2 P.M.
 For Tientsin—Per *Nanchang*, on Saturday, the 27th instant, at 3 P.M.
 For Manila—Per *Zafra*, on Saturday, the 27th instant, at 3 P.M.
 For Swatow, Amoy and Tamsui—Per *Daijin Maru*, on Sunday, the 28th instant, at 9 A.M.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chinghi*, on Monday, the 29th instant, at 3 P.M.
 For Singapore, Sourabaya and Samarang—Per *Onang*, on Tuesday, the 30th instant, at 2 P.M.
 For Manila—Per *Puansang*, on Tuesday, the 30th instant, at 3 P.M.
 For Europe, India, via Taitoria—Per *Prins Regent Luitpold*, on Thursday, the 2nd Oct., at 11 A.M.
 For Manila—Per *Rubi*, on Thursday, the 2nd Oct., at 3 P.M.
 For Kobe—Per *Taiyuan*, on Saturday, the 4th October, at 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenien*, on Wednesday, the 8th Oct., at 11 A.M.

VESSELS IN PORT.

Steamers.
 AFRIDI, British steamer, 2,354, S. Golding, 21st Sept.—Amoy 20th Sept., General.—Doddwell & Co., Ltd.
 AMERICA MARU, Japanese steamer, 3,460, P. d. Goring, 18th Sept.—San Francisco 16th Aug., via Manila 16th Sept., Mails and General.—Toyo Kisen Kaisha.
 APENRUP, German steamer, 650, A. P. Uldrup, 21st Sept.—Haiphong and Hoihow 20th Sept., General.—Jensen & Co.
 BAISBERG, German steamer, 2,659, H. Kirchner, 23rd Sept.—Shanghai 20th Sept., General.—Siemssen & Co.
 BENWENUE, British steamer, 1,468, C. Webster, 21st Sept.—Kutchin 17th Sept., Coal.—Gibb, Livingston & Co.
 CATHERINE APCAR, British steamer, 1,730, S. H. Balcan, 2nd Sept.—Cebu 15th Sept., Penang and Singapore 16th, General.—David Sassoon & Co., Ltd.
 CHOWFA, German steamer, 1,055, J. Kohler, 19th Sept.—Bangkok 13th Sept., Rice and Meal.—Butterfield & Swire.
 CHOWTAL, German steamer, 1,115, H. Textor, 23rd Sept.—Swatow 22nd Sept., Wood.—Butterfield & Swire.
 DEUTEROS, German steamer, 1,001, F. Frahm, 16th Sept.—Sagun 12th Sept., Rice.—Siemssen & Co.
 FRITHJOF, Norwegian steamer, 891, Haraldsen, 22nd Sept.—Haiphong and Hoihow 21st Sept., Rice.—Ordre.
 HOLSTEIN, German steamer, 985, H. Lorenzen, 18th Sept.—Sagun 14th Sept., Rice and Flour.—Jensen & Co.
 HUDSON, British steamer, 2,376, C. E. Ross, 18th Sept.—New York 15th July, Kerosine 1st—Stn and Oil Co.
 HUPIN, British steamer, 1,225, Meathrel, 20th Sept.—Shanghai 16th Sept., General.—Butterfield & Swire.
 IRIS, American transport, Edgry, 17th Sept.—Cavite 12th Sept.
 KAIFONG, British steamer, 1,024, G. H. Penne, 22nd Sept.—Hoihow 11th Sept. and Cebu 17th, Sugar and Hemp.—Butterfield & Swire.
 KANSU, British steamer, 1,443, Baddely, 22nd Sept.—Chinkiang 17th Sept., General.—Butterfield & Swire.
 KUTANG, British steamer, 1,495, T. W. Solby, 17th Sept.—Java 9th Sept., Sugar, Jardine, Matheson & Co.
 LUCIA, Austrian steamer, 1,805, P. V. Zaccich, 23rd Sept.—Kobe 16th Sept., General and Mails.—Sander, Wieler & Co.
 MACCLAN, American steamer, 2,000, Wm. E. Nye, 9th Sept.—Manila 6th Sept.
 MERCEDES, British steamer, 2,500, Carter, 22nd Aug.—Wellington 27th July, Coal.—Government.
 PHRA CHULA CHOM KLAO, German steamer, 1,012, R. Bohm, 21st Sept.—Bangkok and Koh-si-chang 14th Sept., White and Wood.—Melchers & Co.
 REX, Norwegian steamer, 2,459, F. Olsen, 19th Sept.—Singapore 12th Sept., Ballast.—Doddwell & Co., Ltd.
 ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 23rd Sept.—Manila 21st Sept., General.—Mitsui Bussan Kaisha.
 SABINE RICKMERS, British steamer, 600, J. R. Nashet, R.N.R., 20th Sept.—Bulk, Papan 12th Sept., Petroleum Bulk.—Arnold, Karberg & Co.
 SHAKANO MARU, Japanese steamer, 2,220, Fujita, 21st June.—Mojji 14th June, Coal.—Doddwell & Co., Ltd.
 SRI PONTANAK, Dutch steamer, 233, Deans, 16th Sept.—Singapore 4th Sept., Planks.—Carlowitz & Co.
 SULLBERG, German steamer, 782, J. Jessen, 10th Sept.—Cheloo 17th Sept., Beans and General.—Siemssen & Co.
 TAI CHONG, German steamer, 930, E. Weiblin, 21st Sept.—Sagun 17th Sept., Rice and General.—Meyer & Co.
 TAISHAN, British steamer, 1,701, J. D. Jenkins, 18th Sept.—Bangkok 11th Sept., Rice.—Bradley & Co.
 THALES, British steamer, 820, C. J. Robson, 23rd Sept.—Swatow 22nd Sept., General.—Douglas, LaPrak & Co.

TIENIER, German steamer, 975, A. Knutzen, 20th Sept.—Sagun 16th Sept., Rice.—E. A. Trading Co.
TIROR, Austrian steamer, 1,787, C. B. Bredfeld, 23rd Sept.—Shanghai 20th Sept., General.—Sander, Wieler & Co.
TRITOS, German steamer, 1,030, H. Clausen, 12th Sept.—Sagun 7th Sept., Rice.—Kong Fat.
Sailing Vessels.
ADOLPH OBRIG, American barque, 1,406, S. Amesbury, 30th May.—New York 16th Jan., Petroleum.—Meyer & Co.
ALLAS, American ship, 1,352, M. Kay, 14th July.—New York 23rd Mar., Kerosine.—Standard Oil Co.
ASTRAL, American ship, 2,987, Danban, 11th Sept.—New York 17th May, Oil.—Standard Oil Co.
CONTEST, British barque, 485, Wm. Roberts, 27th Aug.—Rajang 13th Aug., Hardwood.—Sander, Wieler & Co.
GROSVENOR, British barque, 516, Boga, 14th June.—Mauritius 16th January, Sugar.—Abdulla & Co.
KELAT, British ship, 1,822, John Hughes, 23rd July.—New York 3rd April, Kerosine.—Standard Oil Co.
LUZON, American barque, 1,339, Park, 19th August.—Newcastle 17th June, Coal.—Master.
MANUEL LLAGUNO, American ship, 1,468, Nicholls, 31st July.—Standard Oil Co.
VALE OF DOON, British barque, 660, Petersen, 1st July.—Sander, Wieler & Co.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. Weymouth 10th Sept.
America Maru 10th Sept.
U.S.S. Iris 10th Sept.
Debt 10th Sept.
Luzon 10th Sept.
Contest 10th Sept.
Plegucuelo 10th Sept.
Solent 10th Sept.
Ness 10th Sept.
Stanfield 10th Sept.

SHIPS PASSED THE CANAL.

Outward—2nd September—*Renarty, Queen Louise, Glenartney*. 9th September—*Silvia, Hamburg, Macdon, Java*. 12th September—*Agamemnon, Glamorganshire, Serbia, Wakasa Maru, Idonensis, Spilhead*. 19th September—*Marburg, Deucalion*.

Homeward—2nd September—*Radnorshire*. 5th September—*Braemar, Hoderer, Ernest Simons, Indraguadi*. 9th September—*Ulysses*. 16th September—*Bayern*. 19th September—*Polynesian, Beneluch, Benlauer*.

Arrivals at Home—2nd September—*Kawachi Maru*. 5th September—*Ophack*. 9th September—*Mafalca, Kiantochou, Korea, Shinosa*. 12th September—*Sambio, Stam*. 16th September—*Bingo Maru, Varra, Marie Valerie, Benledi*. 19th September—*Bombay*.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Java*, from London, Aug. 25.—To Yokohama, M. and N. B. D. To Shanghai: Mr. Young Morrison, Mr. R. Morris, To Hongkong: Capt. and Mrs. D. F. Tulloch, Engineer R. A. McKelvie, Fleet Engineer P. Marrack, Boatman E. G. Phillips, Mr. H. F. P. Lock, K.C. To Singapore: Mr. and Mrs. Langham Carter, Mr. A. Lewis, Mr. M. Williamson, Lieut. Pritchard, Capt. G. Reid, Colonel Murray.
 Per P. and O. steamer *India*, connecting with the steamer *Chusan*, at Colombo, from London, Sept. 5.—To Shanghai: Mr. Chapman, Mr. Frank, Mr. Laight, Mr. Meyer, Mr. and Mrs. Brock and 3 children, Mr. Anderson, Rev. and Mrs. McCarthy, Mr. E. E. Clark, To Hongkong: Mr. Gye and a child, Mr. Walpole, and Lieut. J. H. A. Park, Mr. A. D. Chanter, Mr. D'Argebo, Mr. Junior, Commander F. S. Field, Mr. W. S. Harrison. To Manila: Mr. and Mrs. McCarthy. To Singapore: Mrs. Crawford and 2 children, Mr. and Mrs. R. A. J. Bidwell and child, Mr. D. C. Simmonds. From Marseilles.—To Shanghai: C. Lent. To Hongkong: Mr. Dahl, Miss Appleford.
 Per P. and O. steamer *Oceanic*, connecting with the steamer *Parmantha*, at Colombo, from London, Sept. 18.—To Kobe: Mr. Pancherson, To Shanghai: Mr. F. D. Smith, Mr. and Mrs. Shimon, Mr. R. Thompson, Mr. and Mrs. S. A. Clark, Mr. W. Leech, Mr. J. L. Snowden, Miss M. Gregory, Miss H. A. Gough, Miss H. L. Thomas, Miss M. Gregory, Miss C. F. Tappin, Miss J. Greig, Miss A. Knight, Miss G. G. H. Aldis, Mr. C. L. Landmark, Miss H. Amis, Mr. and Mrs. Green and 2 children, Rev. and Mrs. Laidlaw, Mr. and Mrs. Kearney, Mrs. Rankin, Miss W. To Hongkong: Miss O'Connell, To Manila: Mr. and Mrs. P. J. Graham, To Singapore: Mr. J. R. Ballin, Mr. J. McLauch, Mr. R. H. Lee, Mr. A. N. Ryrie, Capt. and Mrs. Follett, From Marseilles.—To Shanghai: Mr. and Mrs. E. Wilson, Mr. G. H. Moor, Mr. and Mrs. P. A. de St. Croix, To Penang: Colonel Foad Walker, Mr. and Mrs. J. Maxwell, From Port Said.—To Shanghai: Mr. and Mrs. Brand, Miss Walker.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Taishan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,473, Morrison, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,552, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Good, Lieut. Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrie, Tai On Steamship Co.
Pak Kong, British steamer, Walker, Kwong Wah S. S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.
Hongkong and Macao.
Huanshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Kiangtong, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.
Lung Kong, British steamer, 141, Hamilton, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Samsam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

EXCHANGE.
 Hongkong, 24th September.
 LONDON, 1 Telegraphic Transfer 1/8 9/16
 Bank Bills, on demand 1/8 9/16
 Credits, 4 months' sight 1/8 15/16
 D'ambos, 4 months' sight 1/9 1/16
 BERLIN, (demand) M. 1.75
 ON PARIS, Bank Bills, on demand 2.15
 Credits, 4 months' sight 2.19
 NEW YORK, Bank Bills, on demand 412
 Credits, 30 days' sight 424
 On demand, Telegraphic Transfer 128
 On demand, Telegraphic Transfer 74
 Private 30 days' sight nom.
 ON YOKOHAMA, T.T. 20 1/2 prem.
 Sovereigns, Bank of China Rate \$1.70
 Gold Loan to touch, per tael 60.50
 Silver Loan to touch, per tael 231

VISITORS AT THE HONGKONG HOTEL.

Hailey, W. S. Kiene, F.
Barlow, B. J. Kimmond R. D.
Barlow, F. C. Krebs, H.
Barnes, Dr. Lee, J. E.
Bell, J. T. Macgowan, R. T.
Bennett, J. V. Milton, Mr. and Mrs.
Bo, gan, Mr. and Mrs. R. Murphy, Mr. and Mrs.
Bovet, Mr. Nelson, J.
Bower, Dr. North, R. N. C. J.
Butan-haw, Major Osborn, Mrs.
Clark, Hon. Dr. F. Pearce, Dr. W. W.
Clark, W. J. Pether, A. J.
Cole, G. C. Pijel, Migue
Coleman, J. S. Ravelin, J.
Crown, J. M. Reeve, Miss
Derbshire, F. H. Roberts, J. C.
Downing, T. C. Schadd, W.
Eaton, Mr. Schanders, K. A.
Edgar, W. A. Schow, C.
Edwards, F. W. Simons, A.
Esom, F. Skott, C.
Evans, N. G. Sweeney, E. A.
Fisher, H. C. Stanford, W. E. O.
Francis A. John Stephens, Mr. and Mrs.
Glover, J. M. J. D.
Goldsmith, H. E. Taylor, G. F.
Guan, John Terkelsen, O.
Harlock, W. Thomson, Dr. J. C.
Hayer, A. Thomas, L. J.
Heckford, R. G. Walker, W. B.
Hills, F. W. Warren, Mr. and Mrs.
Hong, B. Watkins, C. A.
Hollingsworth, A. Webb, C. E. H.
Howard, T. H. Wheeler, A. H.
Hunter, Dr. W. Whitley, W. J. G.
Joseph, Mr. and Mrs. William, A. J. Whitton, Mrs. A. M.
E. S. Wilson, J. A.
Johansen, Mr. E. Woolmer, Mr. and Mrs.
Katsch, E. A. C. E.

THE CONNAUGHT HOTEL.

Addison, G. B. Humphreys, W.
Atkins, E. Langford, Mr. and Mrs.
Bein, S. R. Lawrie, Mr.
Bane, Mrs. Price Capt and Mrs.
Brunschwig, E. Price, Master
Bruton, G. Titmante, E. de Rama
Campbell, Miss Monsey, Mrs. K. W.
Dow, Miss Reiber, F.
Dulour, Mrs. Seebree, Mr. and Mrs.
Furlong, Capt. & Mrs.

VISITORS AND RESIDENTS AT THE KAR HOTEL.

Abbey, Douglas Heron, Lieut.-Col. and
Barrett, John Jeffries, H. U.
Barley, Sir Henry Jensen, J.
Bottenheim, Mr. and Johnson, R. A. C.M.G.
Mrs. A. H. and Col. R. F.
children Johnson, Mrs. R. F.
Bottenheim, Miss R. King, Major H. S., R.E.
Brabazon, Ralph A. Koch, C.
Brayne, H. F. R. Lossius, Mrs. J. C.
Brown, Col., C.M.G. Luder, E.
Chapman, Mrs. Martin, R.
Cockell, Edgar McDermott, A. P.
Connie, A. F. Miller, Mr. and Mrs.
Crake, William A. Mitchell, Robert
Crouch, J. W. Norris, Surgeon and
Denny, D.A.C.G., Major Mrs. H. L.
and Mrs. O'Brien, W.
Dunford, Mr. & child Osborn, Major George
Edwards, Mr. & child R. A. C.M.G.
Perrier, A.P.D., Lieut. Philpot, Leonard D.
Col. and Mrs. Rumsey, R.N., Hon. R.
Finke, A. Murray
Forbes, Andrew Sawyer, Mrs.
Grimble, G. Sinclair, A.
Groat, G. C. Lindsay "Spackthaver, W. O. C.
Guillen, F. Stokes, A. G.
Hardee, Theodore Thiel, Mr.
Heron, G. O. Thomson, J. S.
Mrs. and child Wilson, Mrs. W. and
Hollingshead, Capt. H. child
R. R. & Wintour, Mrs. Ulick

CRAIGIEBURN.

Chambers, Mr. & Mrs. Sister, Govt. Civil Hos-
R. E. pital.
Denison, Mrs. A. Surplice, Mr. and Mrs.
Georg, Mr. and Mrs. C. F. R. C.
Helms, W. Whitty, R.A.M.C., Major
Hur, Mrs. E. J.
Lloyd, Mr. and Mrs. W. Whitty, Mrs. M. J. Smith, Mrs.

VISITORS AT THE QUEEN'S HOTEL.

Anderson, Capt. and Mitchell, J. H. Morgan, Lieut.
Mrs. Radcliff, Major
Carlton, Capt. Ricketts, Lieut.
Corbett, Capt. Ross, S. B. C.
Ferrers, H. N. Simpson, Lieut.
Hurly, Capt. Stansbury, Lieut.
John, E. R. Ward, Mr. and Mrs.
Kappeler, Mrs. Fenry and children
Keith, Mr. and Mrs. Whithead, Capt. and children
and 2 children Whelan, Jas. W.
Marshall, Mrs.

VISITORS AT THE KOWLOON HOTEL.

Back, Stanley Nobbs, A. P.
Bowie, Colonel A. J. Robnett, Paymaster &
Crockett, Mrs. Mrs. J. D., U.S.N.
Crockett, Miss Robnett, Master
Kennedy, A. F. Thomas, Mrs. B.
Merrill, Mr. and Mrs. Wittmuss, C.

YESTERDAY.

WEATHER REPORT.
 On date at 10 A.M. On date at 4 P.M.
 Barometer 29.84 29.75
 Temperature 83 85
 Humidity 59 69
 Rainfall081

CHINA COAST METEOROLOGICAL REGISTER.

September 22nd, 1902, p.m.									
STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER		
Wladivostok	2 p.m.	29.85	63	E	0	0			
Nemuro	"	29.82	63	E	0	0			
Hakodate	"	30.01	63	E	0	0			
Tokio	"	29.82	63	S	2	1			
Kochi	"	29.75	63	NE	0	0			
Nagasaki	"	29.79	63	W	2	1			
Kagoshima	"	29.79	63	NW	4	1			
Oshima	"	29.84	63	NE	4	1			
Naha	"	29.74	63	SW	10	1			
Ishigakijima	"	29.77	63	SE	4	1			
Taihou	3 p.m.	29.73	63	E	8	1			
Taichu	"	29.66	63	N	6	1			
Tainan	"	29.68	63	W	4	1			
Koshun	"	29.70	63	NE	0	1			
Pescadores	"	29.70	63	N	8	1			
Gutzlaff	3 p.m.	29.95	76	73	N	3	cv.		
Sharp Peak	"	29.80	79	87	ENE	7	0		
Amoy	2.30 p.m.	29.80	79	87	ENE	7	0		
Swatow	3 p.m.	29.72	94	68	E	1	b		
Canton	"	29.72	80	74	E	1	b		
Hongkong	4 p.m.	29.72	80	74	E	1	b		
Victoria Peak	"	29.74	80	74	E	1	b		
Gap Rock	"	29.74	80	74	E	1	b		
Macao	"	29.71	94	68	ENE	1	c		
Haiphong	"	29.72	77	92	SW	3	od		
Malate	3 p.m.	29.80	85	85	SW	3	od		
Bacolod	"	29.80	85	85	SW	3	od		
Iloilo	"	29.80	85	85	SW	3	od		
Cebu	4 p.m.	29.78	88	88	S	3	b		
C. St. James	4 p.m.	29.78	88	88	S	3	b		

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Amoy, &c.	Nanchang	Sept. 27
Anping, &c.	Nanchang	Oct. 1
Bremen, &c.	Nanchang	Nov. 12
	Kiautschou	Dec. 10
	Byern	Dec. 24
	Konig Albert	Jan. 7
	Princess Irene	Jan. 21
	P. R. Luitpold	Oct. 2
	Preussen	Oct. 15
	Hamburg	Oct. 29
	Gera	Nov. 26
Foochow, &c.	Anping Maru	Oct. 8
Harre & Hamburg	Silvia	Oct. 22
	Freiburg	Oct. 8
	Saxonia	Nov. 6
	Serbia	Nov. 19
	Marburg	Dec. 1
Iloilo & Cebu	Kailong	Sept. 26
Japan	Yawata Maru	Sept. 26
Kobe	Idzumi Maru	Sept. 25
Kobe & Yokohama	Wakasa Maru	Oct. 1
	Hitachi Maru	Sept. 26
Liverpool	Machao	Oct. 20
London	Diomed	Sept. 30
	Nestor	Oct. 14
	Achilles	Oct. 28
	Menelaus	Nov. 11
	Agamemnon	Nov. 25
Bengal	Bengal	Sept. 27
Marseilles, &c.	Awam Maru	Oct. 4
	Oceanic	Oct. 6
	Candia	Oct. 3
Manila	Yuenang	Sept. 30
	Rosetta Maru	Sept. 25
	Zafiro	Sept. 27
Moji, &c.	Hiogo Maru	Oct. 7
New York	Hillgren	Oct. 7
	Richmond Castle	Oct. 12
	Afton	Sept. 30
	Indrani	Sept. 30
	Glensack	Oct. 11
Qdessa	K. Gortschakow	Oct. 14
Port Darwin, &c.	Taiyuan	Oct. 23
	Chingtu	Sept. 29
	Tsinan	Nov. 15
	Changsha	Dec. 8
Portland, (Or.)	Indrasamba	Oct. 14
	Indravelli	Oct. 24
	Kidnapur	

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Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

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necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

September 18th.

R. G. HECKFORD
MANAGER